GOOD ROADS

Reviewing briefly the practical re-sults to be derived by a community from the construction of "Good Roads." I would state them something

as follows:

1. The farmer, fruit grower and others will be able to economise time and force in transportation between country and market. The distance a farmer lives from market is not a question of miles but of the roads he must travel over to reach there. How many hours and how many horses does it require to had a load to market? When thus measured, teh miles of good, smooth highway are not as long as a few miles of mud and stone. Let us illustrate this further. Two men were recently discussing the respective merits of their farms. One said, "I am only three miles from the pective merits of their farms. One said, "I am only three miles from the market while you are five." "Yes." esid the other, "but my five miles is over a hard graded road which my two horses can easily haul two tons, while your road is hilly and rough and you would not think of putting more than a ton on your wagon. Farmers are realizing more and more that the distance they are from market is properly measured in time and not in miles. The cost of getting a product to market is borne by the producer. A bushel of corn has different values in different parts of the country and this value is the value in the ultimate market less the carrying them.

seasons of the year."

The status of the American farmer is indicated by the farm journals, daily papers and high-class magazines and books he reads; by the boys and girls he sends to high school and college. The population and patronage of farmers' institutes, correspondence courses in agriculture, experiment station work, etc., are significant. The farmer in order to obtain these publications—regularly and promptly is strongly advocating rural free delivers of mails.

ery of mails.

Specific instances have been brought to the attention of the Rural Free Delivery department at Washing-ton, where the prompt delivery of live stock quotations, indicating a temporary glut in the market to farmers intending to ship to the stockyards, by enabling them to held back their shipments till the markets resumed their normal conditions, has saved the individual cattle resumers more than the total confi be capitalists, health, pleasure or home

country and this value is the value in neighboring town or city by a macadam road.

Good roads will-side more to the State's amy reduction in the cost of marketing a product is to the advantage of the nation, for if the producer does the nation, for if the producer does at the nation, for if the producer does are selling along macadities to the nation.

to become citizens of the State and at the same time furnish the kind of labor that is needed. We desire the hotter class of home-seekers and these will want and demand school facilities for their children and good roads to connect them with town and roads.

The good roads proposition has been agreed to the condition of the voting sees from the cradle to the voting sees from the voting sees from the community spirit see an impossibility of the people and are subtract to the people and are subtract to the proper seed from the people and a gain provide seed to the people and are subtract to the seed and are spiring seed to the people and they have been seed to the people and they have been seed to the proper seed to the people and they have been seed to the proper seed to the people and they will be craded as good roads. The seed of the people and they will be craded to the people of the people and they will be class seeking new homes and new invest-ments as North Carolina. Most of these people will select their locations on good roads. Some will be deterred from invest-ing on account of the poor roads in the sections where they had expected to set-tle. Many do not want to settle in our cities, towns or even villages, but want to be out on farms five or ten miles from the city or town, and want to be con-nected with the city by good roads. If good roads are so important to those coming into North Carolina, whether they

> seekers, or laborers, how much more important should good roads be to those already settled in North Carolina.
>
> 9. Good roads will make possible at all times of the year, social intercourse be-tween neighbors, and between country and town residents, will be one of the strongest factors towards keeping the young people on the farms.

How can these good roads be obtained? In time they will be constructed by the countles, without any outside assistance, but it will take years and generations to accomplish this. The county must do the greater part, but should not the State assist the county? It seems to me that the time has come when it is necessary for the State in some form or other to assist in the construction of the State's public roads, although the larger share of the expense must be borne by the counties and the townships. The benefits to be derived from the construction of good roads in the various counties composing the State, is not only of treest value to the individual county but charge while easily ones. Then, the star relation in the coact of an archy charge of the product is to the advantage of the control o



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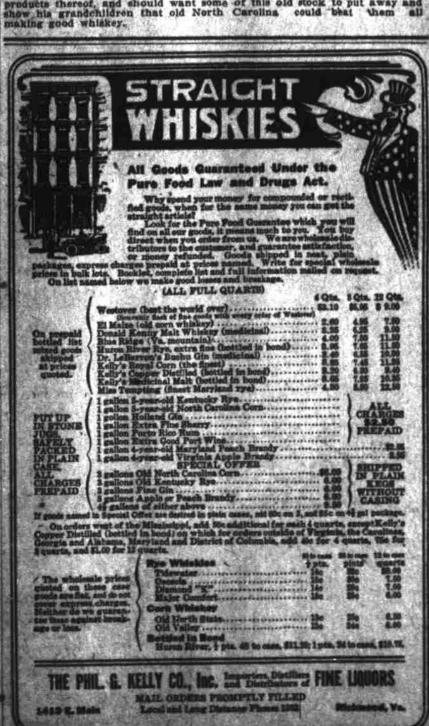
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